

BookletChart™

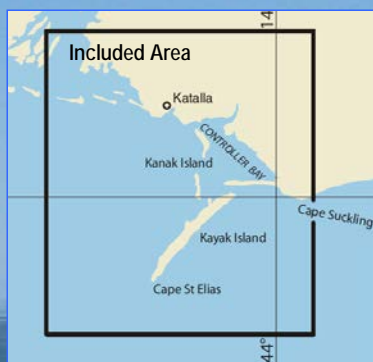
Controller Bay

NOAA Chart 16723

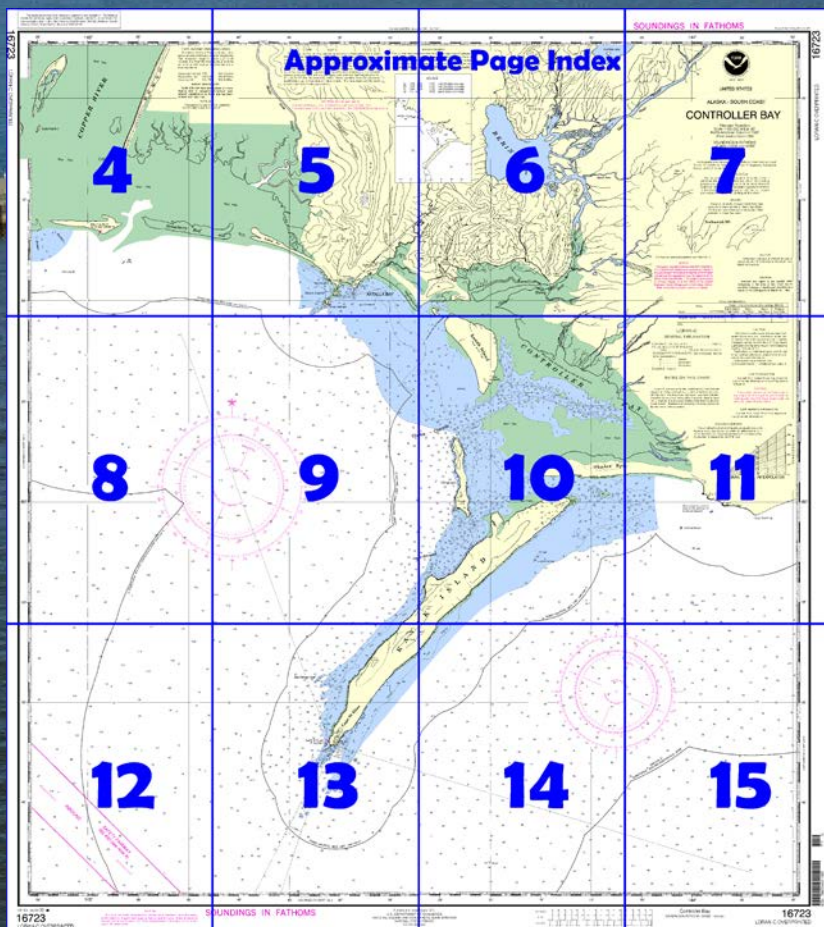


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16723>.



(Selected Excerpts from Coast Pilot)

Kayak Island is 17.5 miles long.

Cape St. Elias, the S end of Kayak Island, is about 1 mile long and 1,665 feet high.

Pinnacle Rock, about 0.2 mile off Cape St. Elias, is 494 feet high and connected to the cape by a low, narrow strip of land.

Cape St. Elias Light (59°47'54N, 144°35'56W.) is shown from a white square tower at the corner of a rectangular building on the SW end of Kayak Island.

Sea Ranger Reef is off the W coast of Kayak

Island 3.3 miles N of Cape St. Elias. The inner shoal is 1 mile from shore, has 11 feet over it and often breaks. The outer shoal is 1.5 miles from

shore, has a least known depth of 24 feet, and seldom breaks. Tide rips occur around it at times.

Anchorage.—Good protection from all winds except from the W can be found on the W side of Kayak Island. This area is used by foreign fishing vessels, generally large stern trawlers, for the transfer of fish between vessels at anchor. The smoothest water usually will be found between Sea Ranger Reef and Kayak Entrance, an anchorage which is used by fishing vessels during the halibut season. Indifferent anchorage can be had on the E side of Kayak Island in 15 to 20 fathoms, about 1.5 miles offshore midway between Cape St. Elias and Lemesurier Point. The holding ground is poor and a vessel should be ready to move on short notice.

Kayak Entrance, between Kayak and Wingham Islands, is rocky and foul with shoals. The least depth of the shoals as far as abeam of the SE tip of Wingham Island is 1 fathom; above that and into the S portion of Controller Bay the depth is not more than 3 feet. The channel is 0.5 mile wide between spits, which largely uncover, projecting out from Kayak and Wingham Islands. Kayak Entrance should be used with caution and only at high water.

Anchorage.—Anchorage can be made in 2 to 3 fathoms, bottom soft in places, in Kayak Entrance as far N as abeam of the SE end of Wingham Island. There is some local chop with strong winds, but no outside swell enters the bay either through Kayak Entrance or around the N end of Kayak Island.

Small vessels can anchor in the narrow channel close to the E side of the N end of Wingham Island. This channel is about 300 yards wide and has depths of 7 to 11 fathom for 1 mile S, then shoals gradually S. The flats on the E edge of the channel have depths of 7 to 11 feet. At times the tidal currents in the channel have a velocity of 3 knots or more. With heavy E winds, anchorage and shelter can be found in 16 to 18 fathoms 0.5 mile off the W side of Wingham Island.

Wingham Island, 4 miles long and wooded, has three hills. The highest hill, near its N end, rises to 833 feet. The W shore of the island is precipitous.

Okalee Channel, between Wingham and Kanak Islands, is 0.6 mile wide at the entrance. A depth of 6 fathoms can be carried to abeam of the S tip of Kanak Island. Further NE, and into the bay depths are less. The channel is a secure anchorage, however, it changes annually and should be used only with local knowledge.

The shoal on the S side of Okalee Channel, 1.5 miles NE from Wingham Island, uncovers shortly after high water, and this shoal and the one on the opposite side of the channel are usually indicated by breakers. The shoal extending S from Kanak Island is mostly uncovered at low water. Above these shoals the flats bordering Okalee Channel are partly uncovered at low water only, and there is nothing to indicate the channel when the flats are covered.

Vessels sometimes anchor in Okalee Channel about 2 miles above the N end of Wingham Island. This part of the channel is generally easy of access in clear weather. In the absence of local knowledge, navigation above this point should be at low water only.

Kanak Island is about 4 miles long. The S edge of the shoal is within 1.2 miles of the N end of Wingham Island.

Currents.—The velocity of the current is 1.5 knots on the flood and 1.2 knots on the ebb off the N end of Wingham Island, and 1.7 knots on the flood and 2.0 knots on the ebb in the channel SE of Kanak Island. The currents set into Controller Bay through all the entrances on the flood and out on the ebb.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

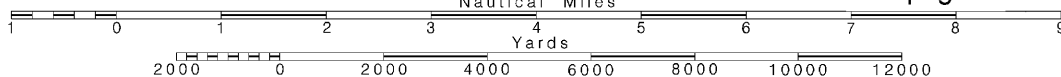
These volumes are available online at <http://www.navcen.uscg.gov>

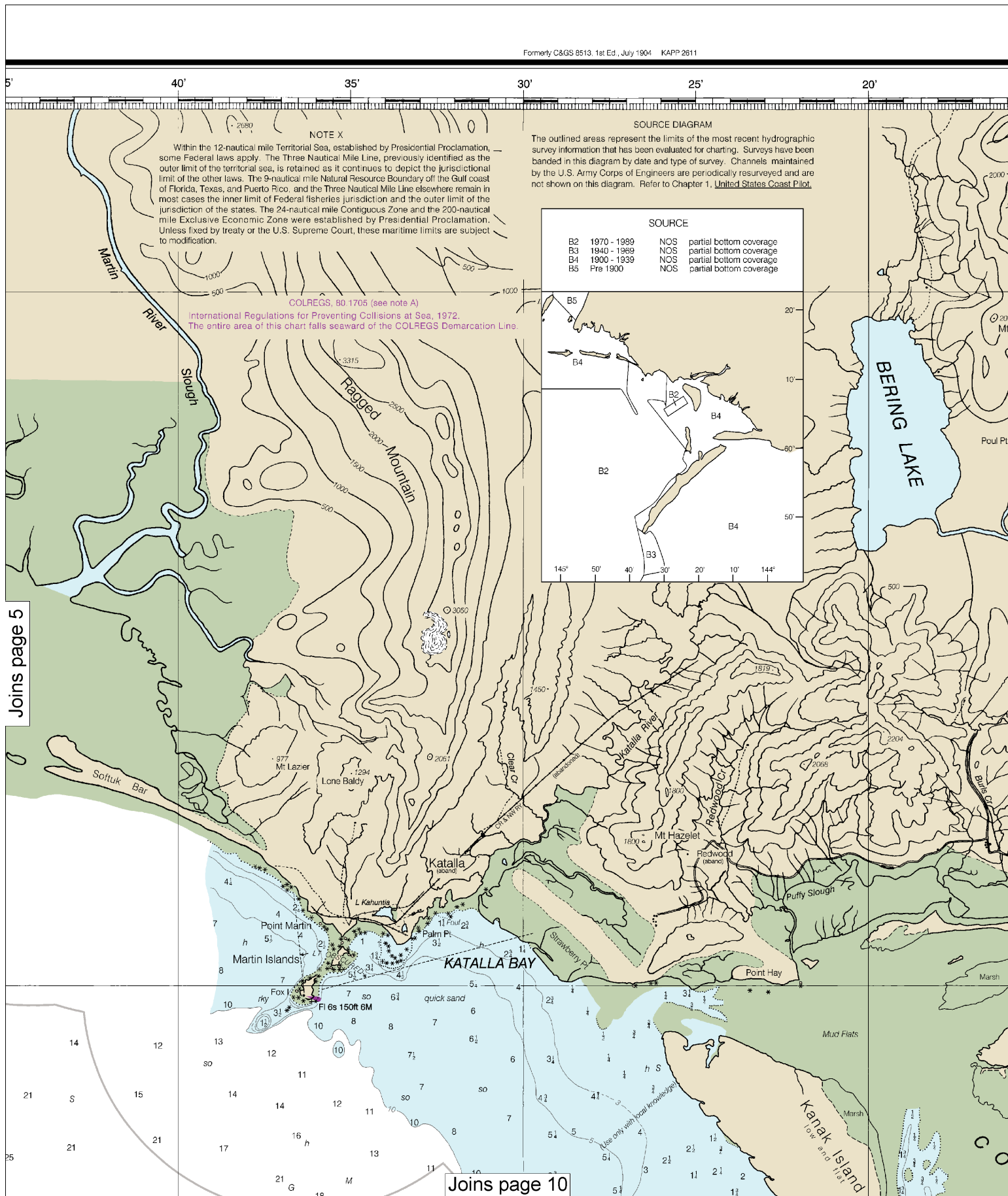


Printed at reduced scale.

~~SCALE 1:100,000~~
Nautical Miles

See Note on page 5.





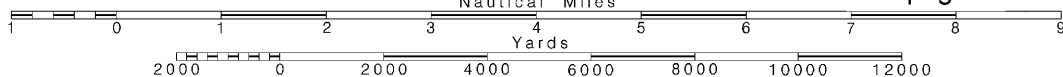
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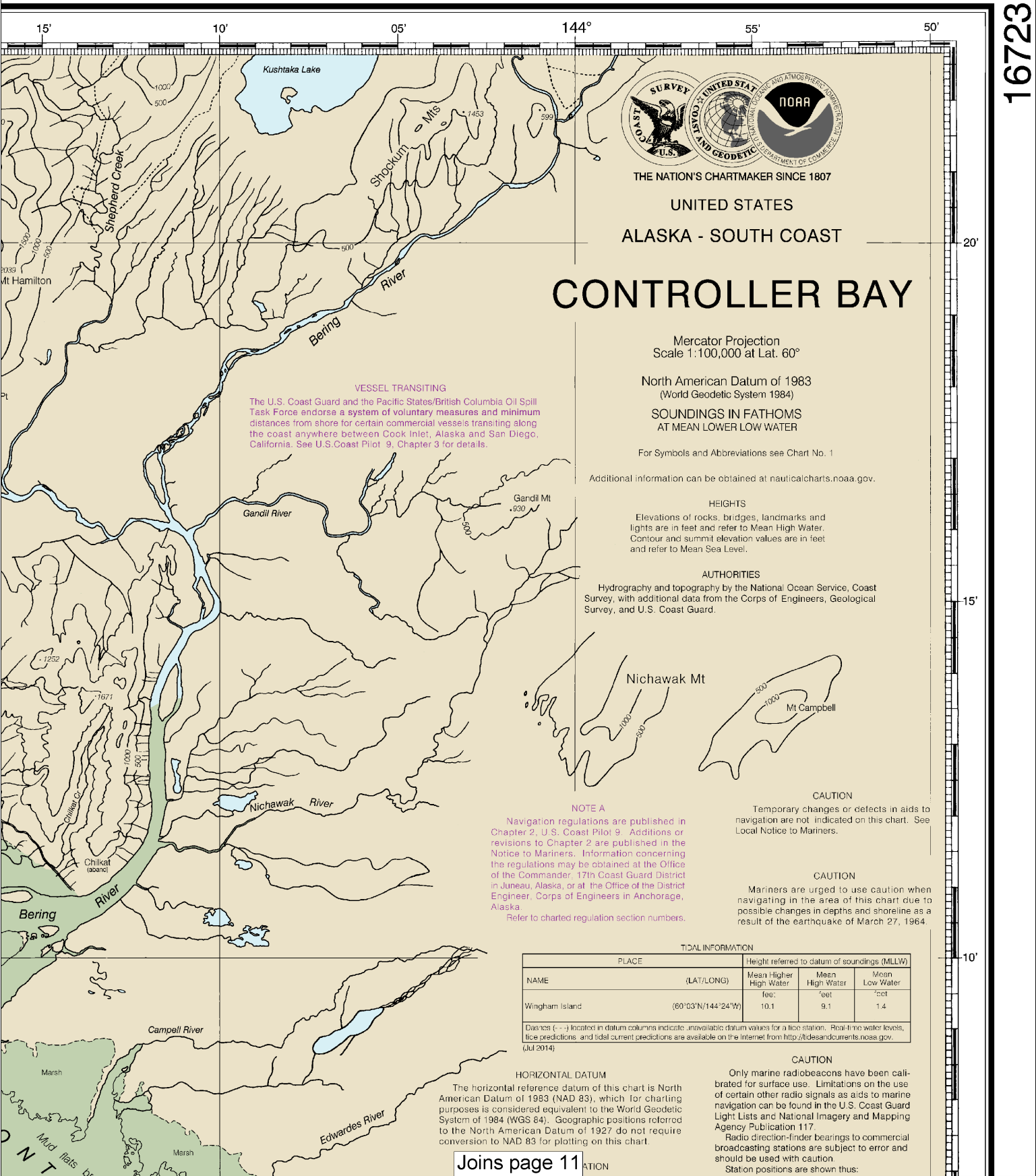
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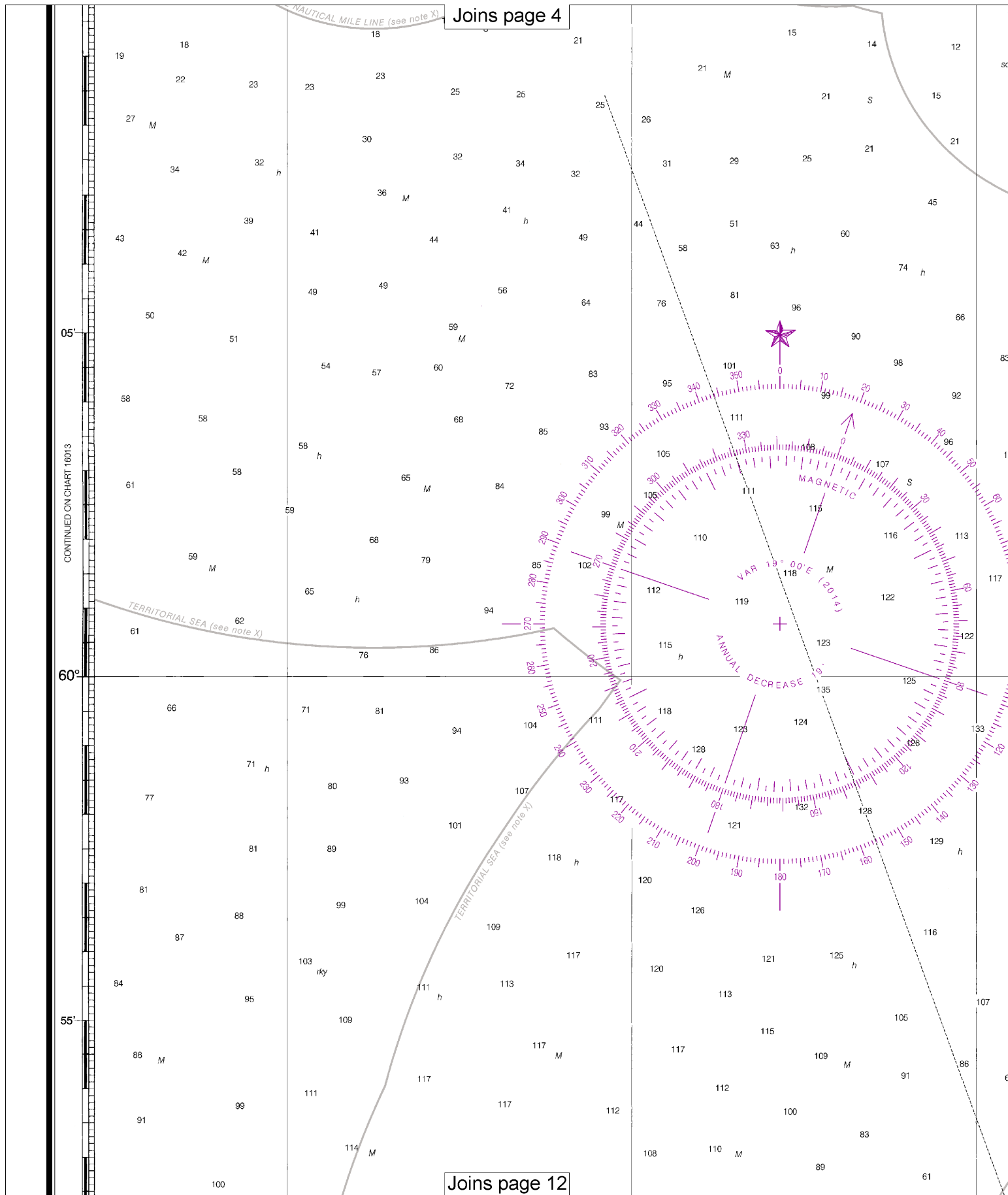
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SCALE 1:100,000

See Note on page 5.







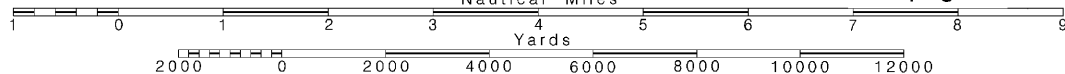
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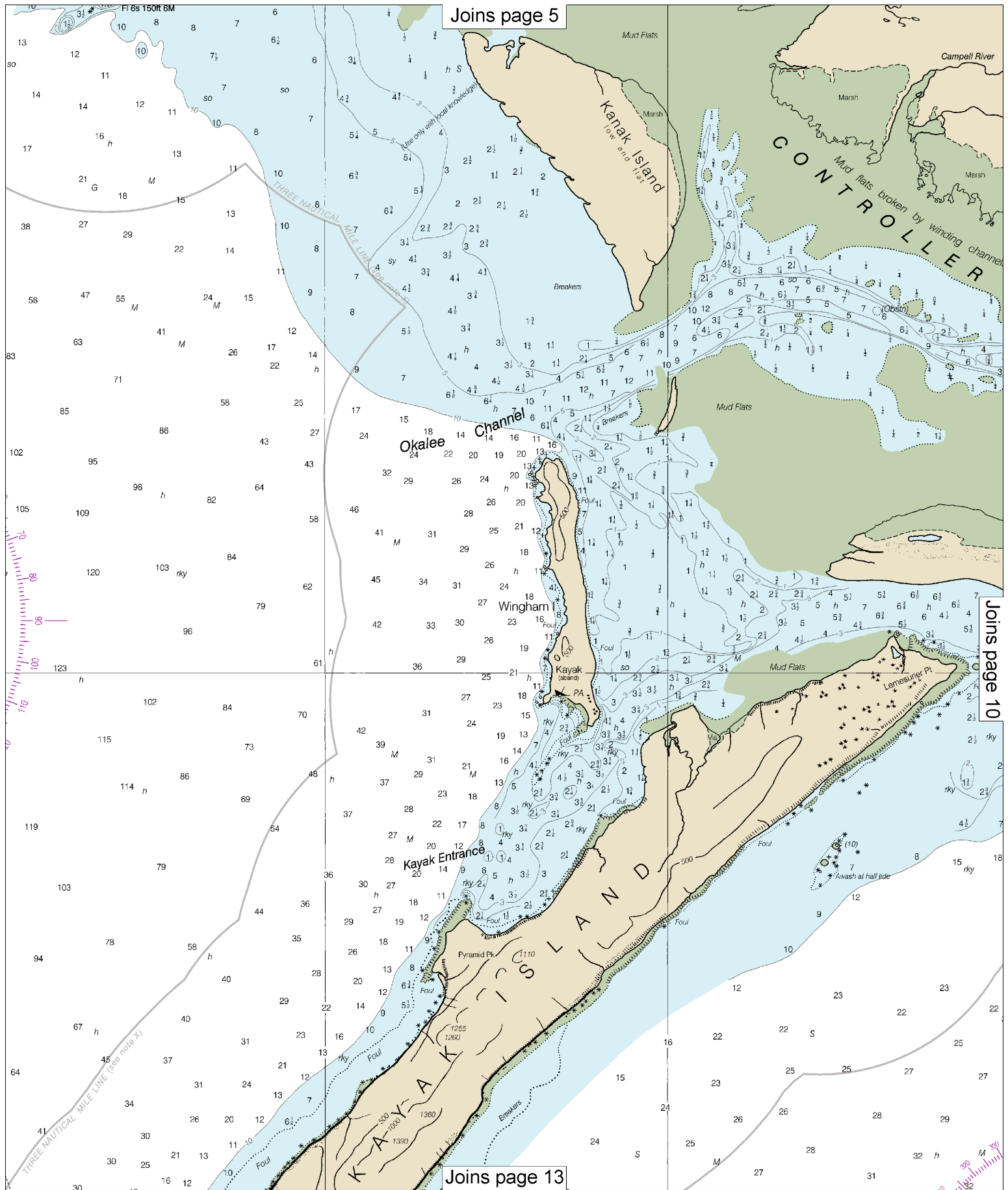
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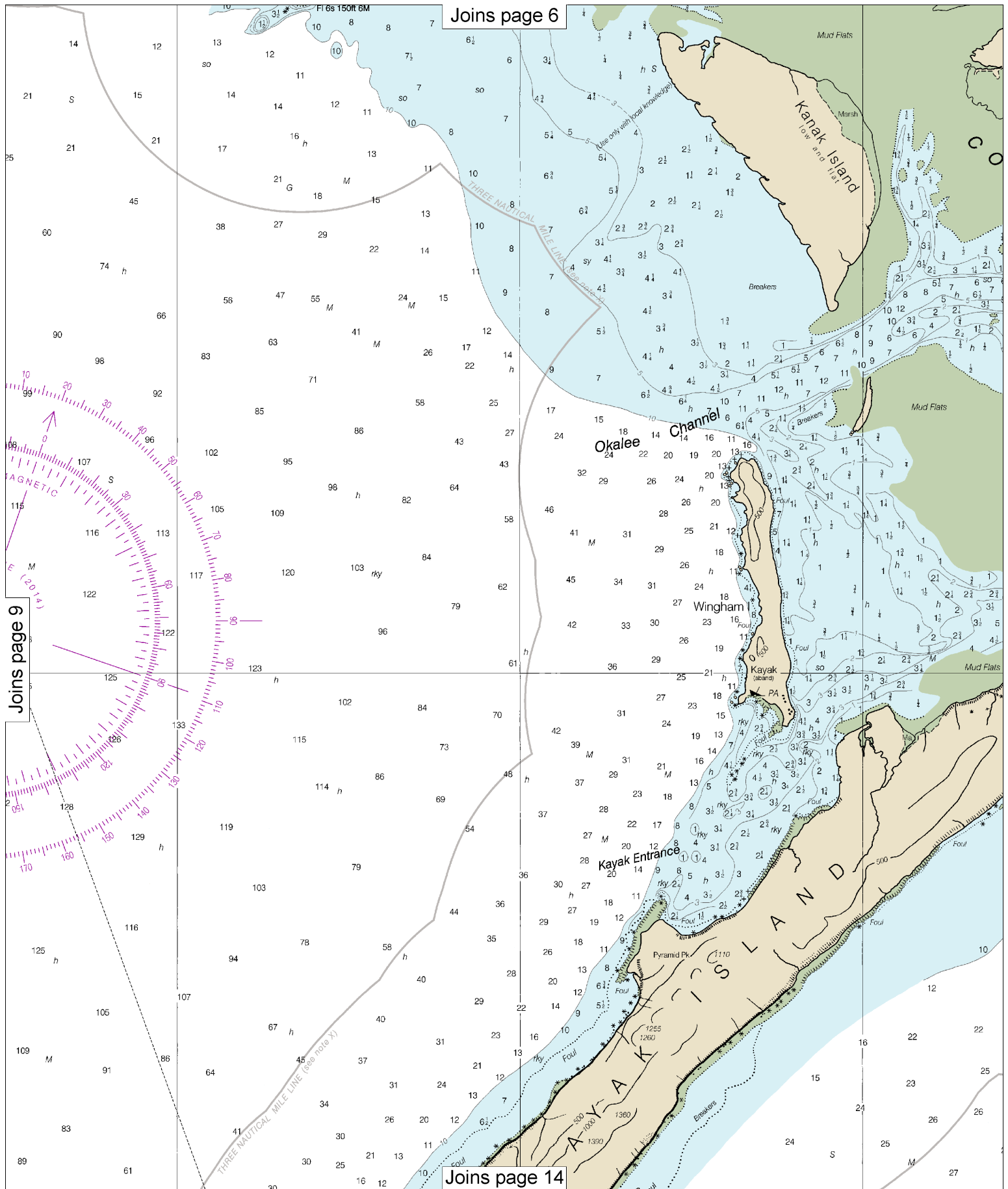
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SCALE 1:100,000

See Note on page 5.







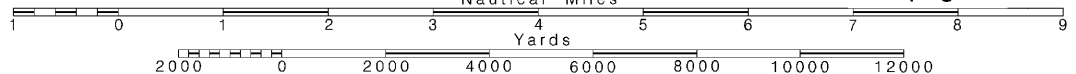
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



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(LAT/LONG)

High Water

High Water

Low Water

Wingham Island

(60°03'N/144°24'W)

10.1

9.1

1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2014)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Only marine radio beacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

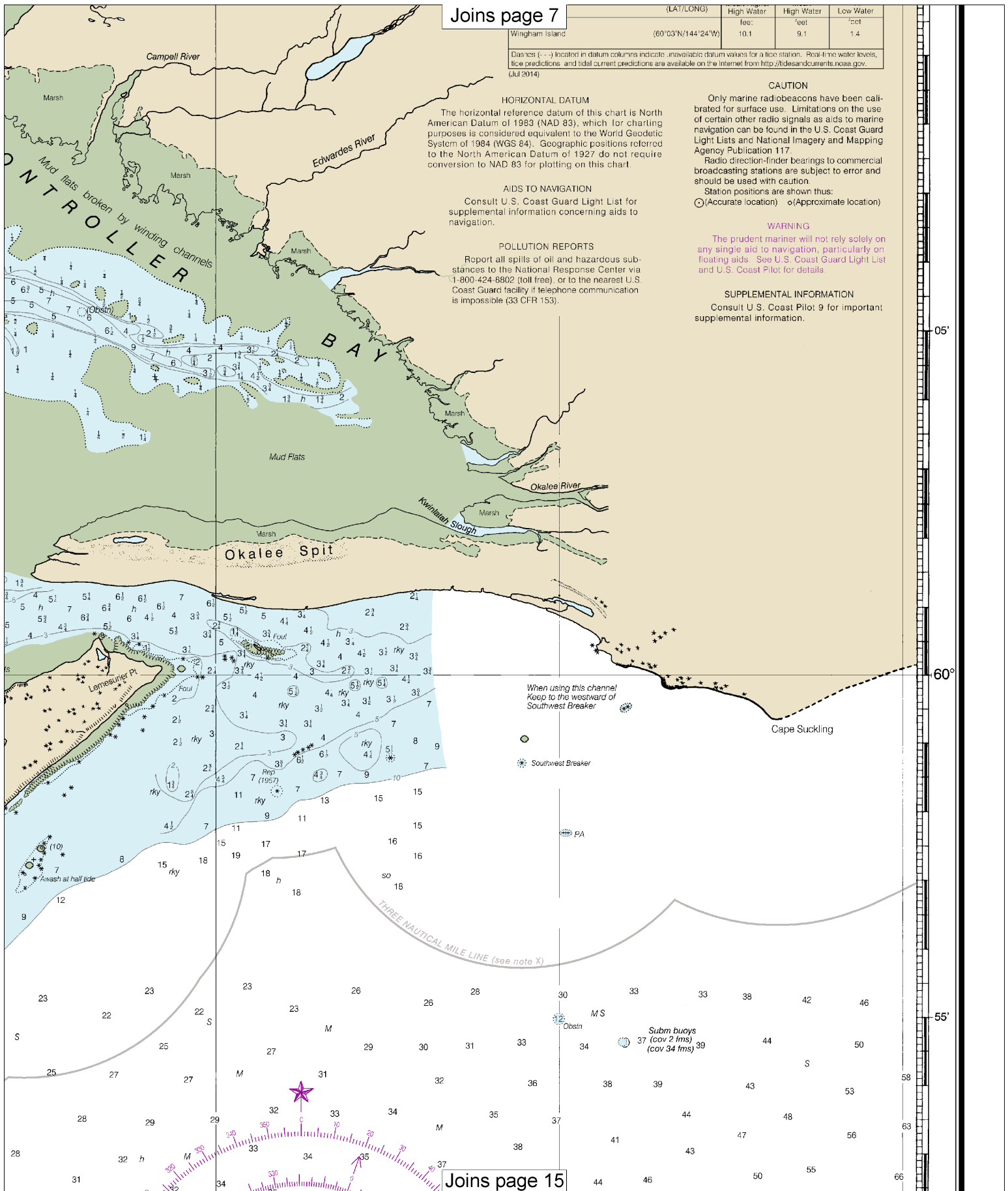
Station positions are shown thus:
 (○) (Accurate location) (◐) (Approximate location)

WARNING

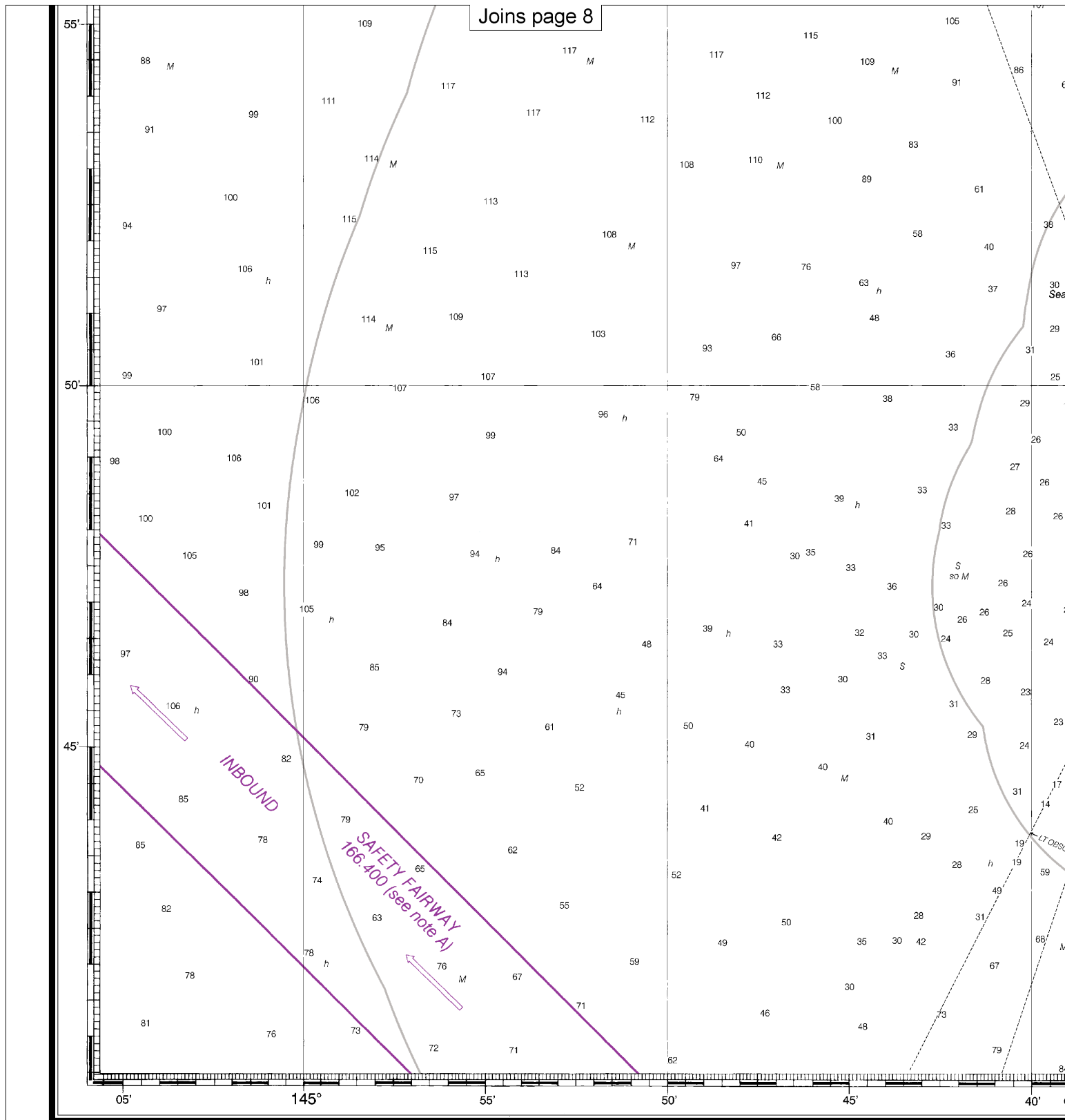
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.



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16th Ed., Sep. 2014

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 7/2/2015. Cleared through:

LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDINGS IN FAT

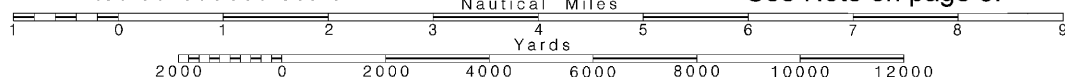
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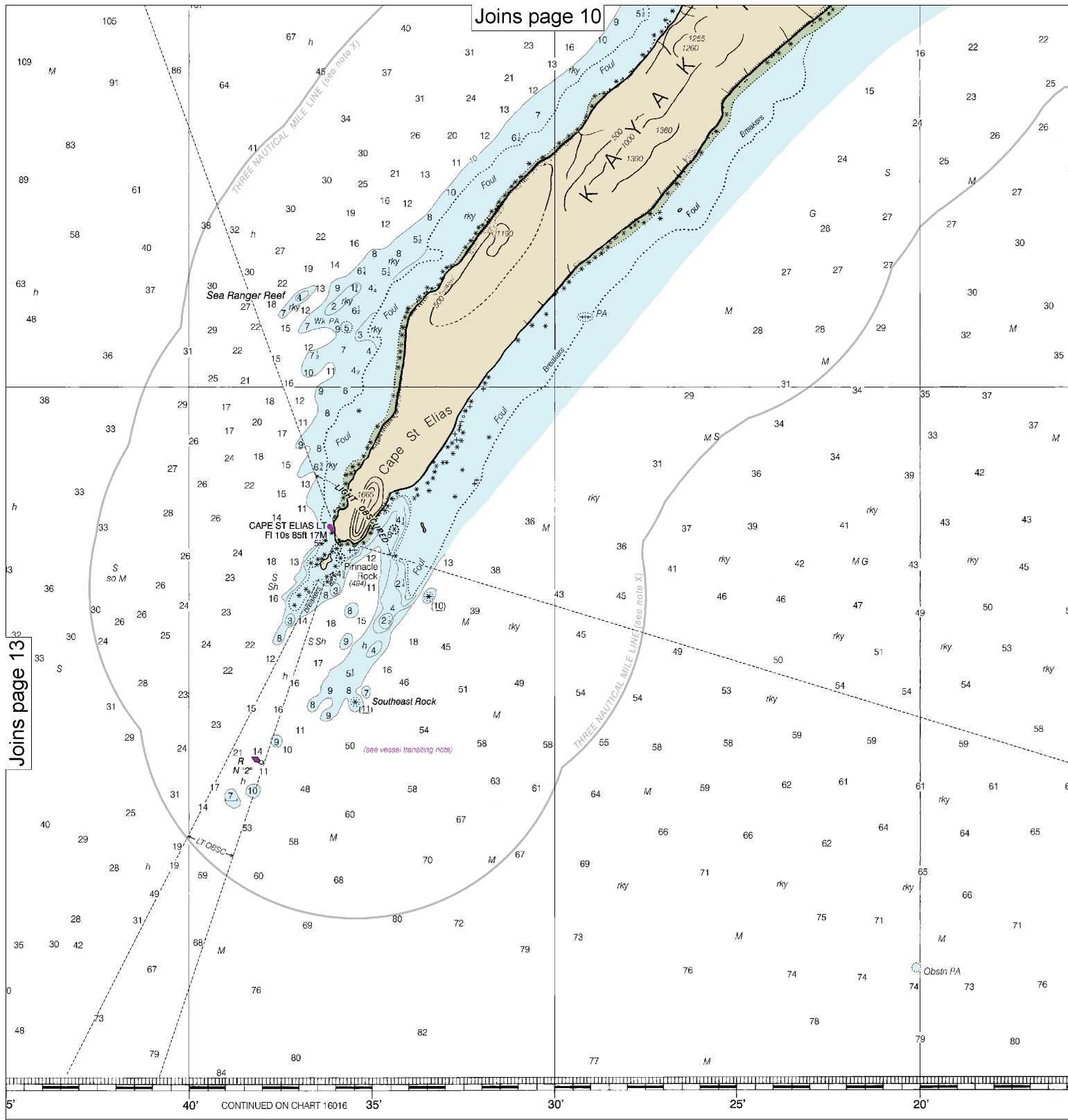
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





DINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

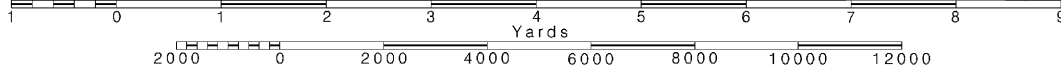
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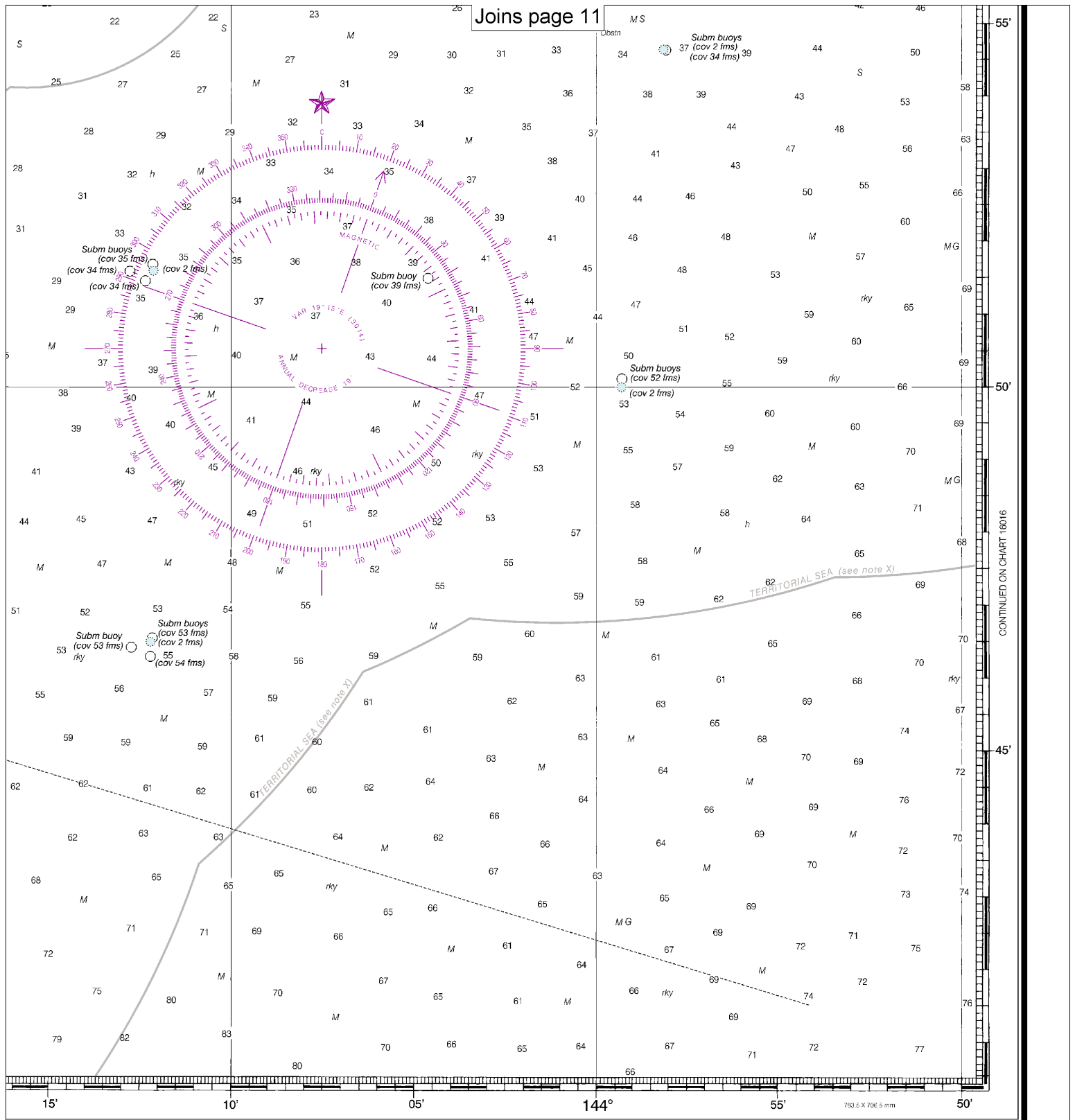
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Controller Bay
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16723



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.